
**LAND EAST OF HILL LANE,
MARKFIELD,
LEICESTERSHIRE,**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

HUB TRANSPORT PLANNING

APRIL 2026



RKS
Associates

Project: Land East of Hill Lane, Markfield, Leicestershire,
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2190-01 RSA 1

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1 INTRODUCTION

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed residential development on land located to the east of Hill Lane, Markfield in Leicestershire. The development proposals seek to provide up to 67 dwellings with associated car parking, access and highway infrastructure works.
- 1.2** The highway works subject to this Stage 1 Road Safety Audit include a new access located on the eastern side of Hill Lane. The proposed development access takes the form of a simple priority junction with a 5.5m wide carriageway, footways on both sides of the access and an uncontrolled pedestrian crossing facility across the development access that is set back from Hill Lane. The highway works also include a new 2m wide footway along the eastern side of Hill Lane, extending northwards to Ashby Road where an uncontrolled crossing is provided adjacent to the eastbound bus stop and southwards to the Hill Hole Nature Reserve connecting with Public Footpath R17. Additional highway works include a gateway feature on Hill Lane approximately 55.0m south of the car park serving Hill Hole nature reserve incorporating the 40mph speed limit sign along with a and dragons teeth surface markings.
- 1.3** The proposed development is bounded to the west by Hill Lane a single two-way carriageway aligned in a north-to-south direction connecting with Ashby Road to the north at a priority junction. Hill Lane is subject to a national speed limit with a grass verge along both sides of the carriageway. The area is unlit except for Ashby Road junction which is lit. Ashby Road is subject to a 40mph to the east and national speed limit to the west of the Hill Lane junction. A continuous footpath is located along the southern side Ashby Road to the east of Hill Lane it crosses over and continues on the northern side of Ashby Road to the east of Hill Lane junction.
- 1.4** Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:
- Transport Assessment prepared by Hub Transport Planning Reference: T25596 (November 2025);
 - Technical Note 1 – prepared by Hub Transport Planning Reference: T25596 (March 2026);
 - Hub Transport Planning Drawing Numbers:
 - T25596-001 Revision A – Proposed Site Access Junction;
 - T25596-002 Revision A – Swept Path Analysis 01;
 - T25596-003 Revision A – Proposed Ashby Road Junction Improvement;
 - T25596-004 & 05 Revision A – Swept Path Analysis 02 & 03;
 - T25596-006 Revision A – Proposed Hill Lane Gateway Feature & Speed Limit Change; and
 - T25596-007 Revision A – Proposed Dropped Kerb Crossing point across Ashby Road.

- 1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning

- 1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Thursday 23rd April between the hours of 11am and midday. The weather during the site inspection was sunny and the carriageway dry, low traffic and pedestrian flows and no cycle flows were observed along Hill Lane and Ashby Road. Observations during the site inspection noted vehicles parked along the western side of Hill Lane on its approach to Ashby Road junction.

Terms of Reference

- 1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard or any previous Road Safety Audits conducted on the highway works.
- 1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Local Highway Authority on completion.
- 1.12 For ease the Road Safety Audit Decision Log template is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.13** Personal Injury Collision (PIC) information obtained from the Leicestershire County Council for the 5-year period up to May 2025 contained in the Transport Assessment has been reviewed. The collision data indicates that a no collisions have occurred on Hill Lane. A closer examination of the collision data indicates that one collision occurred on Whitwick Road north of its junction with Ashby Road, the collision involved two vehicles and resulted in one slight injury.

Trip Generation/Traffic Flow Data

- 1.14** The Transport Technical prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 46 and 50 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, the Transport Assessment provides details of Automate Traffic Count (ATC) Surveys conducted on Hill Lane between 15th and 24th May 2024, the surveys indicate that the 85th percentile speed of 36.1mph and 38.7mph were recorded in the northbound and southbound direction respectively.

2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**

Summary: Potential risk of collisions associated with poor drainage

Location: *General.*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that the detailed design incorporates surface water drainage to mitigate localised flooding/ponding.

2.2 **Problem:**

Summary: Potential risk of vehicle collisions associated with obstruction to visibility

Location: *Development Access/Hill Lane*

Visibility splays to and from the proposed development access have been provided and accord with highway standards. However, there is concern that any proposed landscaping along Hill Lane may restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access associated with any proposed landscaping along Hill Lane may increase the risk of failing to give way collisions.

Recommendation:

Ensure that any proposed landscaping along Hill Lane is set back and of a low-level variety.

2.3 **Problem:**

Summary: Potential collisions associated insufficient carriageway space

Location: *Proposed Development Access*

The vehicle swept path assessments provided indicate that refuse vehicles will need to overrun/traverse opposing traffic lanes to negotiate the proposed development access. This may increase the risk of sideswipe or head-on collisions between vehicles entering and exiting the development access simultaneously or between vehicles negotiating the development access and other road users traveling along Steeple Road.

Recommendation:

The proposed layout of development access should be reviewed and amended to ensure that vehicles can safely enter and exit the site without overrunning the opposing carriageway, alternatively ensure that the forward visibility at the development access is provided to mitigate the risk of vehicles collisions.

2.4 Problem:

Summary: Potential risk of collisions associated inconsiderate car parking

Location: *Hill Lane approach to Ashby Road junction*

Observations made during the site inspection identified on-street parking along the western side of Hill Lane on the approach to the Ashby Road junction. There is concern that inconsiderately or poorly positioned parked vehicles in this location may obstruct forward visibility and reduce the effective carriageway width. This obstruction could increase the risk of vehicle collisions between opposing traffic travelling along Hill Lane, particularly on the approach to the junction.

Recommendation:

Measures should be introduced to discourage on-street parking along the western side of Hill Lane on its approach to the Ashby Road junction in order to mitigate risk of collisions between opposing traffic travelling along Hill Lane.

2.5 Problem:

Summary: Potential risk of collisions associated with setting back of uncontrolled pedestrian crossing facility

Location: *Proposed uncontrolled pedestrian crossing across development access.*

The proposed uncontrolled pedestrian crossing facility across the development access is set back from Hill Lane, away from the natural pedestrian desire line across the junction. Consequently, there is a risk that pedestrians traveling along Hill Lane may attempt to cross directly at the junction where the risk of trip or fall injuries will be greater as they negotiate full height kerbs. Additionally, vehicles entering the development and stopping to give way to pedestrians using the crossing may increase the risk of rear-end shunt collisions, as drivers travelling along Hill Lane may not anticipate vehicles slowing or stopping at this location..

Recommendation:

The proposed uncontrolled pedestrian crossing facility across the development access should be moved closer to entry onto Hill Lane to accord with the natural crossing desire line.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 Revision 2 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 27th April 2026

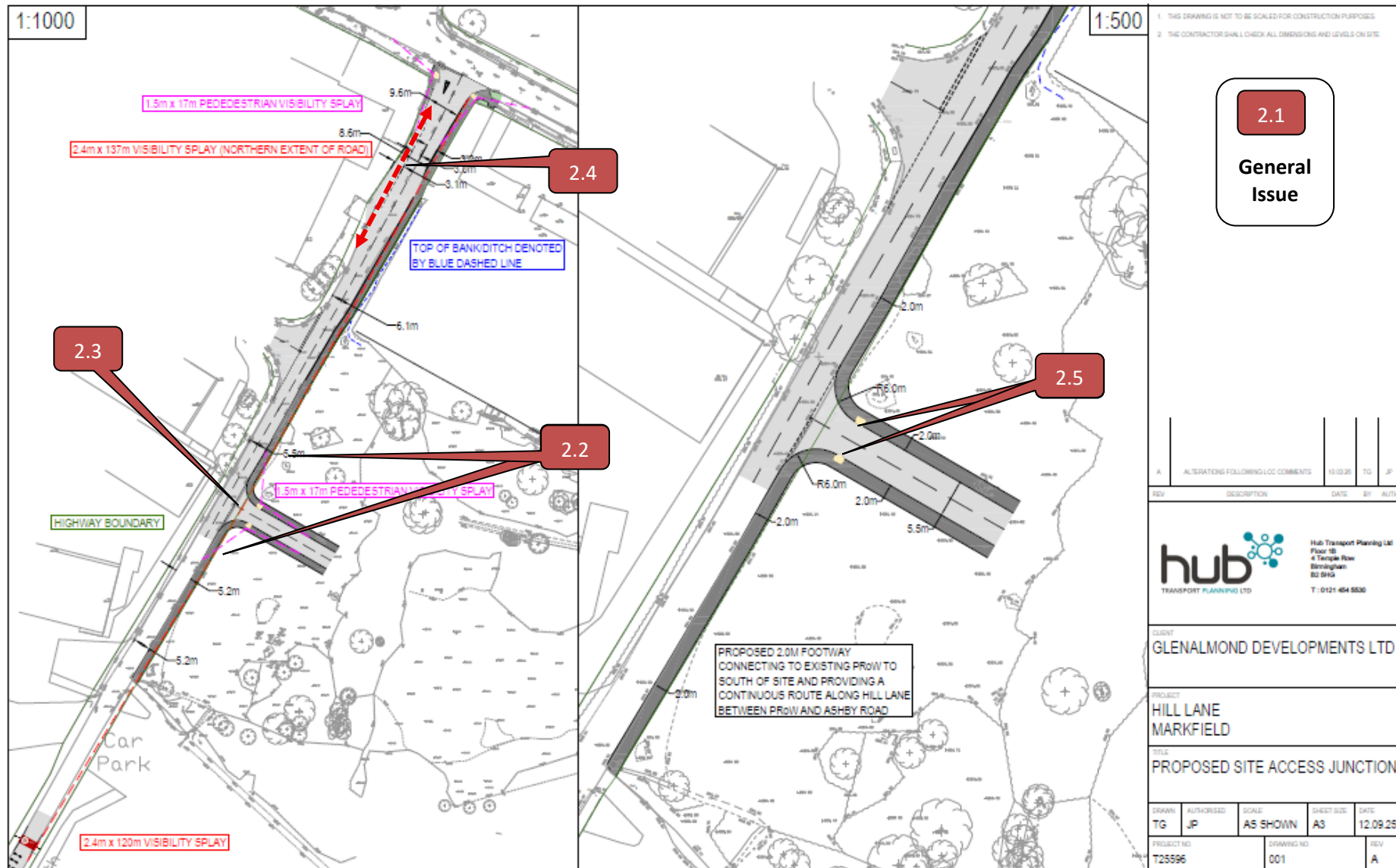
Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

Date: 27th April 2026

Appendix A





Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that the detailed design incorporates surface water drainage to mitigate localised flooding/ponding.	Agreed		
2.2	Visibility splays to and from the proposed development access have been provided and accord with highway standards. However, there is concern that any proposed landscaping along Hill Lane may restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access associated with any proposed landscaping along Hill Lane may increase the risk of failing to give way collisions.	Ensure that any proposed landscaping along Hill Lane is set back and of a low-level variety.	Agreed, all landscaping within the visibility splays will be maintained and below 0.6m in height to ensure the visibility splays are not obstructed in either the horizontal or vertical plane.		



2.3	The vehicle swept path assessments provided indicate that refuse vehicles will need to overrun/traverse opposing traffic lanes to negotiate the proposed development access. This may increase the risk of sideswipe or head-on collisions between vehicles entering and exiting the development access simultaneously or between vehicles negotiating the development access and other road users traveling along Steeple Road.	The proposed layout of development access should be reviewed and amended to ensure that vehicles can safely enter and exit the site without overrunning the opposing carriageway, alternatively ensure that the forward visibility at the development access is provided to mitigate the risk of vehicles collisions.	Partially Agree - Drawing T25596.002 Rev A demonstrates that forward visibility splays can be provided between vehicles exiting the site access and vehicles turning into the site access from Hill Lane. This ensures that a driver is able to see a vehicle approaching and safely slow down and stop and wait for it to pass before proceeding. Further widening of the site access road would encourage higher vehicular speeds turning into/out of the junction. We therefore proposed that the site access road remains at a 5.5m width.		
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2.4	Observations made during the site inspection identified on-street parking along the western side of Hill Lane on the approach to the Ashby Road junction. There is concern that inconsiderately or poorly positioned parked vehicles in this location may obstruct forward visibility and reduce the effective carriageway width. This obstruction could increase the risk of vehicle collisions between opposing traffic travelling along Hill Lane, particularly on the approach to the junction.	Measures should be introduced to discourage on street parking along the western side of Hill Lane on its approach to the Ashby Road junction in order to mitigate risk of collisions between opposing traffic travelling along Hill Lane.	Disagree – LCC have requested that this area where on-street parking occurs along the west side of Hill Lane is formalised with white lining, as proposed in Drawing T25596.003 Rev A. The latest five-year period of PIA data does not identify any collisions recorded along Hill Lane within the vicinity of this area where on-street parking occurs, or at the junction with Asby Road. The proposals to formalise the on-street parking will provide a safer layout, preventing parking beyond the northern extent of the white lining within 15m of the junction with Ashby Road, which potentially currently occurs.		
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2.5	The proposed uncontrolled pedestrian crossing facility across the development access is set back from Hill Lane, away from the natural pedestrian desire line across the junction. Consequently, there is a risk that pedestrians traveling along Hill Lane may attempt to cross directly at the junction where the risk of trip or fall injuries will be greater as they negotiate full height kerbs. Additionally, vehicles entering the development and stopping to give way to pedestrians using the crossing may increase the risk of rear end shunt collisions, as drivers travelling along Hill Lane may not anticipate vehicles slowing or stopping at this location..	The proposed uncontrolled pedestrian crossing facility across the development access should be moved closer to entry onto Hill Lane to accord with the natural crossing desire line.	Agreed – The dropped kerb crossing point across the site access has been relocated 2m further north-west towards the junction with Hill Lane, generally along the pedestrian desire line.		
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